

SECRET/SECURITY INFORMATION

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Soviet Navy in 1950 was:

6	battleships
20-22	heavy cruisers
10-12	light cruisers
150	destroyers
800-850	submarines

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5. As leader of the Naval forces in 1946 Yumashev proposed a program for the modernization of the heavy ships of the line which had been built prior to 1917 and also those built between 1917 and 1941. This modernization was in addition to the paramount program of small ship construction. This plan was approved by the Council of Ministers, but as early as 1947 there were conversations among naval specialists as to the feasibility of such a program.

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In the fall of 1947 Stalin made an inspection of the Black Sea Fleet on the cruiser Molotov and, because of his complete ignorance of naval affairs, Yumashev's plan was put into operation during the next three years. The obvious fallibility of such a plan did not become apparent to the top leaders in the Soviet Union until the end of this period. Only when the fallibility of the plan became so evident that even the last idiot could understand the problem, did Stalin come to his senses, and changes were not long in forthcoming. The leadership of the Naval Ministry was changed.

The fallibility of the plan for modernization of the old ships lay in the following: The addition of new artillery, rockets and torpedo weapons increased not only the armament of the ships but also the draught. This tended to lower the speed of the ships despite efforts to modernize and increase the power of the main propulsion plants. In addition to the increased armament there was an effort to increase the armor of the ships against torpedo attacks. The result was the same, increased draught and decreased speed.

6. Under the administration of Kuznetsov a priority reorganization of the Ministry was begun. It is interesting to note that Admiral Kuznetsov, on assuming the position of Minister of the Naval Ministry, published a statement that Stalin is "the greatest naval leader of all ages and peoples"!!

Further increases in the numbers of small combat units were curtailed and replaced by a program for construction of heavy ships, i.e. battleships, aircraft carriers, and cruisers. It is no accident that since 1951 the budget of the Naval Ministry has grown significantly. Furthermore, the recently announced five year plan for 1951-1955 forecasts a furious growth in the construction of steam turbines such as are necessary for the main engines of naval vessels. It is true that the Soviet government has declared that these steam turbines are destined for thermal electric power stations, but it is common knowledge that in recent years the Soviets have been emphasizing the construction of hydroelectric power stations.

7. The building of large combatant-type ships, which are the weapons of offensive tactics, corresponds completely with Stalin's aggressive plans to conquer the world.

It is important to note that Kuznetsov has almost completely changed the top personnel in the Naval Ministry. He has sent the men who served under Yumashev to the fleet and has replaced them with combat officers from the operating forces. In addition there have been new disciplinary regulations introduced in the fleet by order of Kuznetsov.

8. In conclusion it is appropriate to state that the Ministry of the Shipbuilding Industry, which has never been characterized by good work, has shown itself incapable of meeting the requirements of the shipbuilding program. I know that the Ministry of the Shipbuilding Industry has been completely unable to cope with the demands of the production quotas and has consistently not fulfilled the plans.

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